Flight

Advanced Strike OCF-01S

Mission

Explore Out of Control and Advanced Handling Flight Characteristics

OCF-1S

ORM

- **Operational Requirements / Limitations**
  - **Crew Rest / Crew Day / Work Week**
  - **Warm Up Eligibility**
  - **Previous Flight Incomplete? Determine Graded Items.**
- **Human Factors**
  - **Life Stressors / External Factors / Personal Problems**
  - **Medical Status (Crew Day/Rest / Nourishment / Hydration)**

TTO

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- **Who will call a TTO?**
- **What situations will the TTO be called?**
  - **Safety**
  - **Confusion / Misunderstanding**
- **IP Responsibilities**
  - **Recognize need for TTO**
  - **Explanation / Instruction as necessary**
  - **Documentation on ATF**
- **When and how will training resume?**

Flight Brief

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- **Brief:**
  - **QOD (NATOPS / EP / SOP)**
  - **Runaway trim**
  - **Engine flameout**
  - **Ejection situations**
  - **Locked-in compressor stall**
  - **Airstart**
  - **NATOPS chapter II**

Conduct

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- **Introduce**
  - **High AOA/ deep stall investigation/ rudder-induced departure**
  - **Low airspeed recovery (70 degrees noseup)**
  - **Low airspeed recovery (110 degrees noseup)**
  - **Lateral stick adverse yaw departure**
  - **Stuck throttle approach**

Conduct

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- **Practice**
  - **Airstart**
  - **Straight-in PA**
  - **VFR landing pattern**
  - **Touch-and-go, full flaps/slats**
  - **Touch-and-go, no flaps/slats**
  - **Blown tire on landing**
  - **Field-arrested landing with blown tire**
  - **Full-stop landing**
  - **Pattern stall/recovery**

- **Notes**
  - **Two (2) stuck throttle approaches required (high, middle, or low)**
  - **Must be flown after FAM-12, prior to FAM-18X**

70 / 110 Deg Nose High

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- **70 Degree nose high departure**
  - **14k / 300 KIAS**
    - **Pull 15-17 units to 70 deg nose high**
    - **At 150kts, throttle to idle**
    - **Start the recovery when unable to maintain 70deg nose high**
    - **Will take approximately 8,000 ft to recover**

- **110 Degree nose high departure**
  - **14k / 350 KIAS**
    - **Pull 15–17 units through pure vertical to arrive at 110 deg nose high**
    - **At 150 kts, throttle to idle**
    - **Start the recovery when unable to maintain 110deg nose high**
    - **Will take approximately 8,000 ft to recover**
    - **May see Oil Pres light, Fuel Pres light, or Low Fuel light; should go out with positive G on the aircraft**

High AOA / Deep Stall

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- **Altitude above 20,000ft; Throttle to idle**
  - **Slow to 24-26 units**
    - **Will initially be stable, then start getting wing rock. Use the rudder vice lateral stick to fight the rolling of the aircraft. As the aircraft slows, you will get into pitch-buck. If you hold the pull, you will notice the nose position continue to drop and the airspeed continue to increase. If you want to bring the nose up, ease the pull and reset to 21 units.**
  - **Pull for 28-30 units**
    - **Use the rudder to keep you upright, at anytime throughout the entire high AOA maneuver you hit 90 deg AOB, consider that the departure point and recover.**

Lateral Stick Adverse Yaw

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- **1. AIRSPEED 275 KIAS**
- **2. 15º NOSE UP**
- **3. 80 - 90º AOB**
- **4. PWR IDLE**
- **5. AT 250 KIAS, PULL FULL AFT STICK 28-30 UNITS AOA**
- **6. REVERSE DIRECTION WITH FULL OPPOSITE AILERON AND**

  MAINTAIN FULL AFT STICK
- **7. AIRCRAFT SHOULD DEPART OPPOSITE APPLIED AILERON**
- **8. RECOVER USING OCF PROCEDURES**

The accelerated stall maneuver in Fams taught you that if you pull hard enough, you can stall the aircraft at any airspeed. In this maneuver, you are pulling close to the stall point and by introducing a rolling moment, you are effectively changing the relative AOA of each wing. The down going wing sees a lower AOA and is happy, but the up going wing sees a higher AOA and eventually stalls, causing you to roll opposite of your pull. Neutralizing the controls will immediately recover the aircraft, although you may have built up enough rolling moment to snap roll the aircraft once or twice.

STANDARD DEBRIEFING FORMAT

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- The Flight Lead or Pilot-in-Command is responsible for ensuring all flight or crewmembers are thoroughly debriefed on the conduct of the mission utilizing the “S-P-B-E-MS-LL” format outlined below. (Refer to the CTW-1/CTW-2 Expanding Debriefing Guide for specific objectives).

I. Safety
II. Planning
III. Brief
IV. Execution
V. Mission Success
VI. Lessons Learned